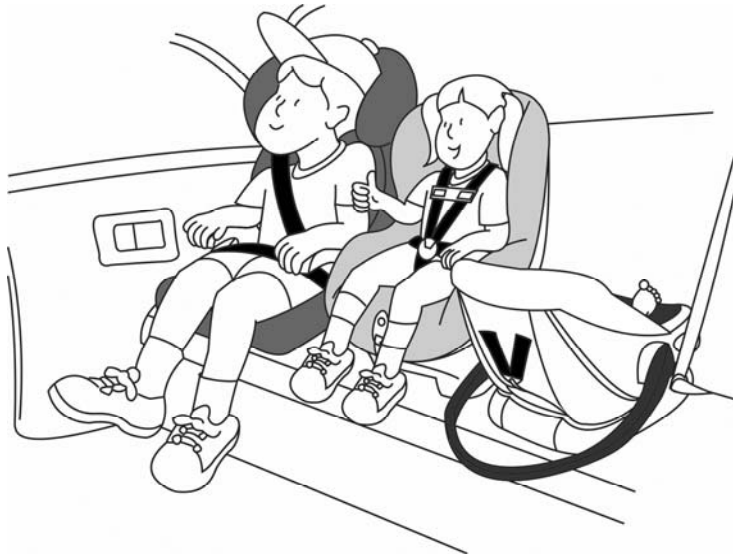




Nebraska Child Passenger Safety Report

1999 through 2004



Nebraska Child Passenger Safety Report

1999 through 2004

Nebraska Health and Human Services System
Department of Regulation and Licensure
Safe Kids Nebraska Program

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Special thanks to those who provided input:

Barbara Pearson
Dan Cillessen
Arturo Coto

February 2006





Thanks to the Safe
Kid Program I was
able to spend Christmas
with my family

Samantha Bowland



Safe Kids Nebraska,

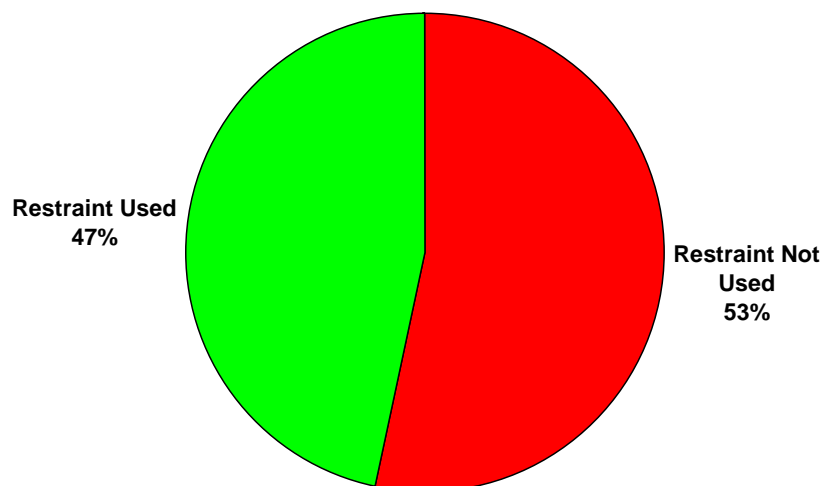
Thank you so much for
all the effort you put in to Car
Seat Safety I truly believe that
my daughter survived our 11 30-05
roll over due to her car seat lol
thank you from the bottom of our
hearts
Merritt & Jennifer Bowland

BACKGROUND

The Nebraska Safe Kids Buckle Up program was established in 1999. The program's first National Highway Traffic Safety Administration child passenger safety training was provided to 28 individuals from across the state. At that time, there were only five child passenger safety technicians in the entire state and they conducted the training. Since then, at least 26 child passenger safety certification trainings have been held with over 350 certified technicians and 17 instructors serving Nebraska communities.

Why have certified child passenger safety technicians and provide trainings? One reason is that motor vehicle crashes continue to be the leading unintentional injury killer of Nebraska children ages 5 to 14 (Nebraska Injury Report, December 2005). This holds true for the nation. According to the National Highway Traffic Safety Administration (NHTSA), motor vehicle crashes are the leading cause of death for children ages 3 to 14. There were a total of 2,157 traffic fatalities nationally for this age group in 2004 (Traffic Safety Facts, 2004 Data). According to the Nebraska Department of Roads from 1999 to 2004, there were 92 deaths and over 14,000 injuries for the age group 0-14. Of these 92 deaths, 72 (78%) were occupants and 20 (22%) were pedestrians or pedalcyclists. Restraint use information was reported by law enforcement officers in 62 of 72 fatalities. Of those 62 fatalities, more than half (53%) were not using a restraint (Figure 1). Nationally, 50% of fatally injured children under 15 years old were unrestrained in 2004 (NHTSA Traffic Safety Facts, 2004).

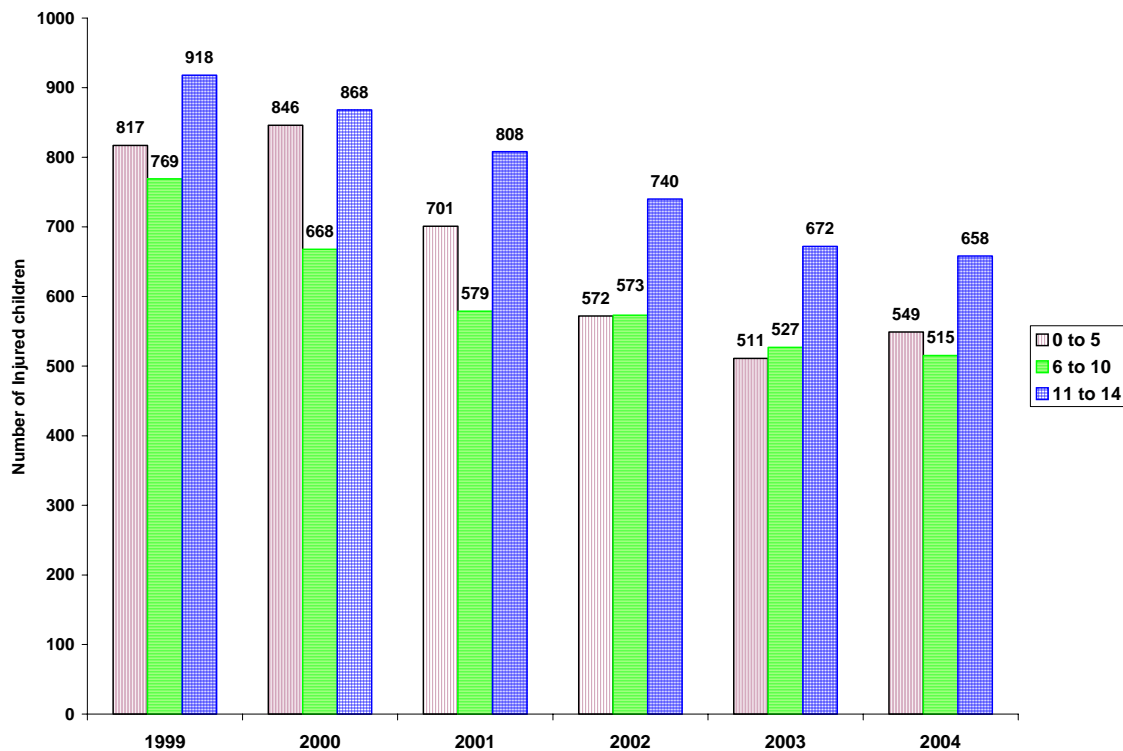
Figure 1. Motor vehicle crash death for children under 15 by restraint use, Nebraska, 1999-2004
n=62



Data Source: Nebraska Motor Vehicle Crash Data

The number of deaths is only the tip of the iceberg as there are many more injuries than deaths occurring every year. According to the NHTSA, for every injury-related death, there are 45 children hospitalized, and many more needing medical care in emergency rooms or doctors offices. Overall, injuries to Nebraska children due to motor vehicle crashes have decreased from 2,504 in 1999 to 1,722 in 2004 (Figure 2).

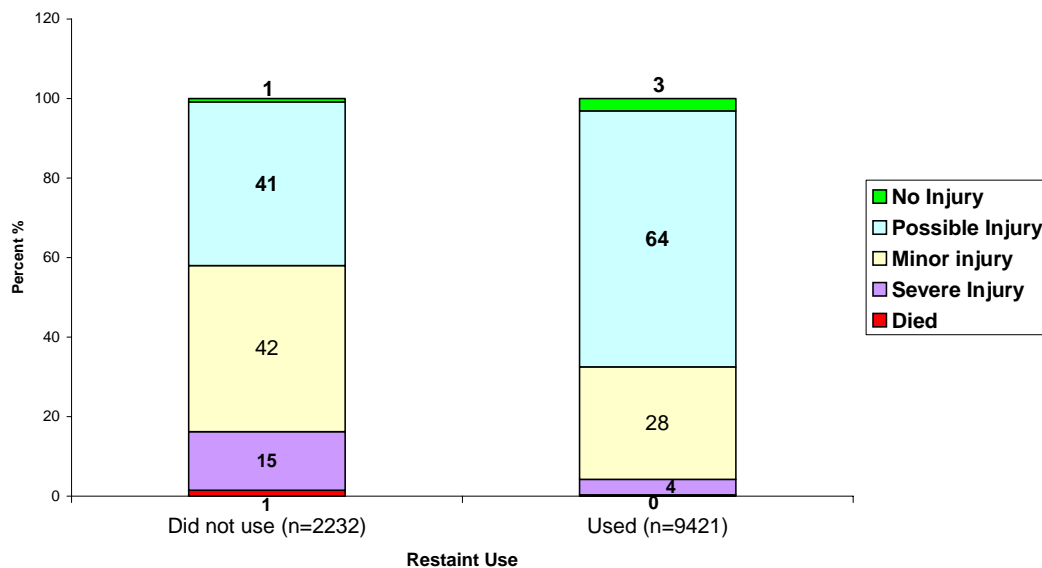
Figure 2. Number of children injured in motor vehicle crashes by age group by year, Nebraska, 1999-2004



Data Source: Nebraska Motor Vehicle Crash Data

Child restraints are very effective in reducing injuries and deaths. According to the NHTSA, child safety seats are 71% effective in reducing deaths for infants, 54% effective in reducing deaths for children ages 1 to 4. Child safety seats also reduce the need for hospitalization by 69% (NHTSA Traffic Safety Facts, 2001). Figure 3 compares the severity of injury to restraint use for Nebraska children 14 and under. As it shows, the number of children with severe injuries is four percent higher among those not using restraints than among those using a restraint.

Figure 3. Injury severity of motor vehicle crash by restraint use for children 14 and under, Nebraska, 1999 to 2004



Data Source: Nebraska Motor Vehicle Crash Data

Another reason for having more certified child passenger safety technicians and trainings, is the high demand for child safety seat information requested by new parents and families who have children graduating from one seat to another every day. To properly educate parents and caregivers, a child passenger safety technician needs to be educated on the technical issues of both the child safety seat and motor vehicle. This professional level certification requires continuing education and participation at child safety seat check-up events or inspection stations. With certified individuals available across the state, families can easily access the help they need and the information they want.

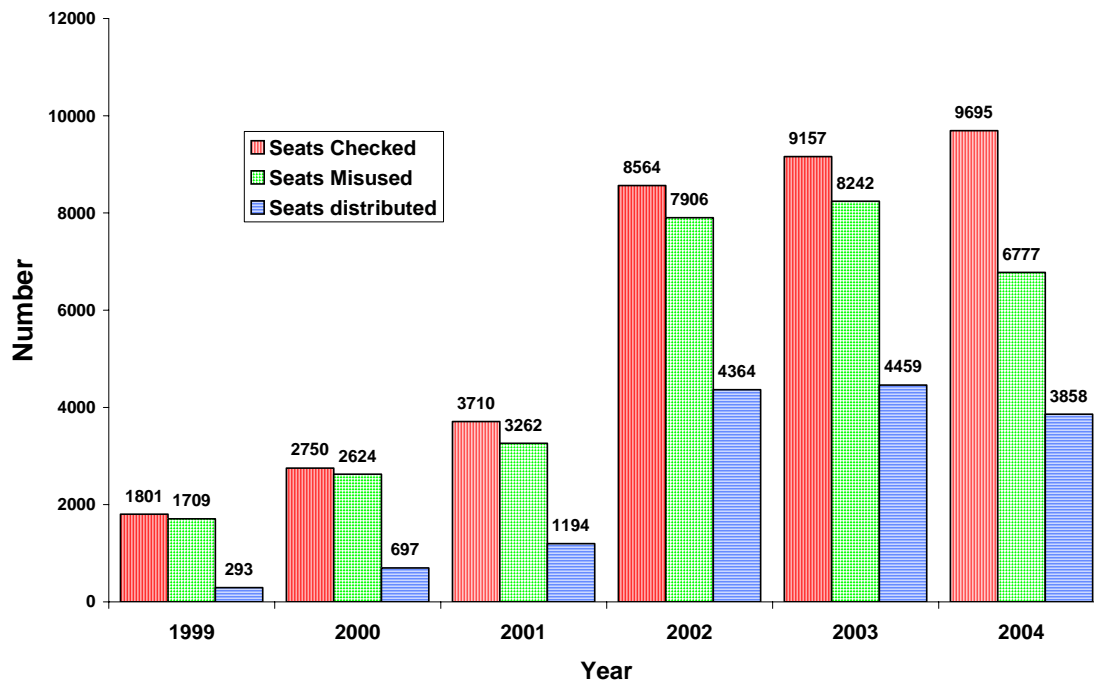
Families can get assistance through a variety of opportunities. These include scheduled child safety seat check-up events and inspection stations. Child safety seat check-up events are held at various sites and invite families to attend. Inspection stations are conducted at a permanent site and typically take appointments. There are currently 23 inspection stations operating in Nebraska (Attachment A).

Since 1999, funding has been obtained from Safe Kids Worldwide/General Motors, Health Care Cash Fund, Preventative Health and Health Services Block Grant and the Nebraska Office of Highway Safety. These grants support various child passenger safety activities across the state. Technicians at the local level also obtain support from community partnerships.

STRIDES FORWARD

With over 350 certified child passenger safety technicians across the state, great strides have been made in assisting parents and caregivers in using their child safety seat properly. In 1999, a total of 1,801 seats were checked and 1,709 were being used incorrectly. A total of 293 new seats were distributed. By 2004, 9,695 seats were checked and 6,777 were used incorrectly. A total of 3,858 were distributed. This increase in seats checked and seats distributed is due to the availability of more child passenger safety technicians throughout the state, more communities getting involved in holding events or sponsoring inspection stations, and funding from various sponsors (Figure 4).

Figure 4. Seats checked by year, 1999-2004



Data Source: Child Safety Seat Check Event Data

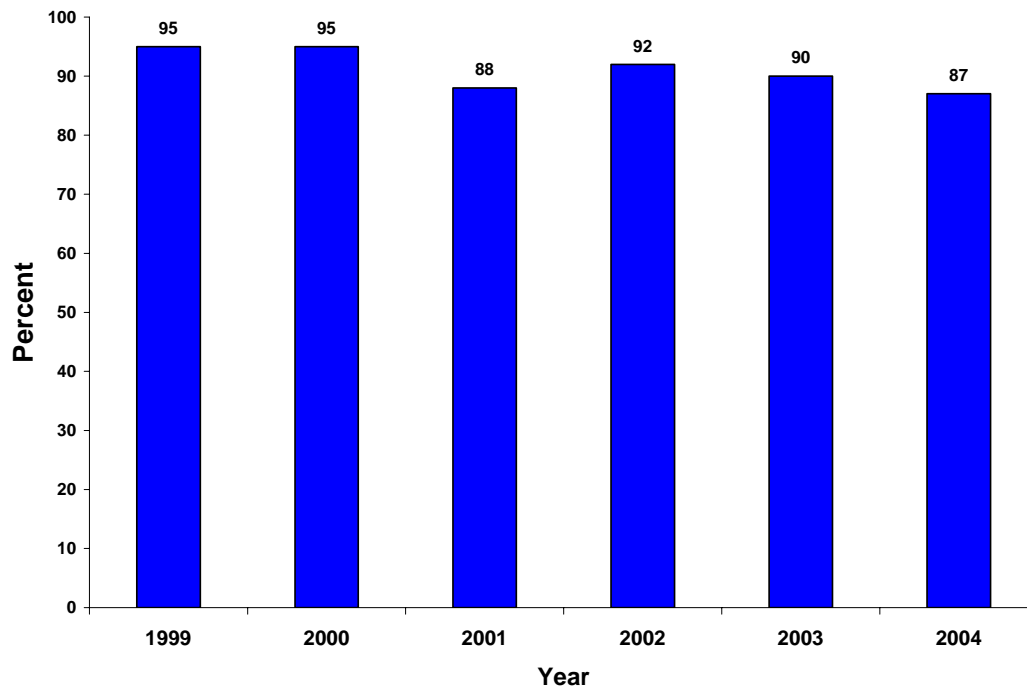
Misuse

The misuse percentage of child safety seats is based on the number of child safety seats checked at events or inspection stations and documented through a child safety seat check list. Since there are still families that have not been reached, these misuse rates may be lower than what is actually happening. The misuse of a child safety seat reduces its effectiveness in a crash. Types of misuse include: harnesses not snug, child safety seat not tightly installed in vehicle, seat not appropriate for the child, child turned around forward facing too soon, child graduated into a seat belt too soon, using a recalled child safety seat

or a seat being used beyond the six year standard. Families come to events or inspection stations to receive assistance in using their child safety seat. The child passenger safety technician works with the family in educating them on proper use and involves them in the process. Families then install the seat and show the technician they know how to use it properly. It is an educational service, not an installation service.

Child safety seat misuse remains a significant risk. Figure 5 shows how misuse has changed over the years. Although misuse has dropped since 2000, it has not been eliminated. The high prevalence of child safety seat misuse continues because instructions can be difficult to understand; compatibility issues between child safety seat and vehicle; and most people do not read instructions to their child safety seat or vehicle. It should be noted that misuse is seen in all socioeconomic and demographic groups.

Figure 5: Percent of seats misused by year, 1999-2004



Data Source: Child Safety Seat Check Event Data

Nebraska's Child Passenger Safety Law

One of the most effective ways to protect children in a motor vehicle is to enact a strong child passenger safety law. Nebraska's state law has gone through many changes with improvements still being sought. Until 2000, state law required children under 4 years old or weighing less than 40 pounds to be correctly restrained in a federally approved child safety seat. In an attempt to increase the

age requirement in 2000 and clarify the word “or”, legislative bill 410 (LB 410) was introduced. This bill was passed requiring children under 5 years of age **and** weighing less than 40 pounds to be restrained. This helped to clear up the confusion of “or” and requiring a child to meet both requirements of up to age 5 and weighing over 40 pounds. In addition to the slight age increase, **all** motorists in Nebraska (not just Nebraska residents) are required to use a child restraint system and points are assessed on the second infraction if not using a child safety seat.

In 2001, Safe Kids Worldwide conducted an extensive analysis of child occupant protection law in all 50 states and the District of Columbia. Safe Kids Worldwide based its rating system on a 100 point scale. Grades A through F were used according to a standard academic system. Grades were given in correlation to each states law language and a standard of what a child passenger safety law should look like. Nebraska’s child passenger safety law received a Grade C. Safe Kids Worldwide made several recommendations on how Nebraska could close the gaps in its law. The gaps that needed to be closed were: children after 5 years able to ride in a seat belt, unfunded child passenger safety education, waiver for proof of purchase and monetary fine below an amount considered to be effective. With this report in hand, many child passenger safety advocates worked on improving the state’s law.

In 2002, the legislature passed LB 1073. This bill increased child safety seat use for children up to age 6 and eliminated the waiver provision. This new law required children to start using a booster seat for the first time. Child passenger safety advocates worked diligently to educate the public about the new law and the requirement of a booster seat. This work was done through educational campaigns and events to get children up to age six and beyond to use a booster seat as recommended by National Highway Traffic Safety Administration and Partners for Child Passenger Safety.

According to the NHTSA, children who have outgrown child safety seats should be properly restrained in booster seats until they are at least 8 years old, unless they are 4’9” tall (Improving the Safety of Older-Passengers Fact Sheet, November 2005). The Partners for Child Passenger Safety, located at the Children’s Hospital of Philadelphia (CHOP), also recommend to 4’9” and ages 8-12 years as well as when the seat belt fits properly (Partners for Child Passenger Safety belt positioning booster fact sheet).

In 2004, LB 227 was passed which increased the requirement for seat belt use from age 16 to age 18 as a secondary action. LB 227 also prohibits all children up to age eighteen from riding in the back of a pickup as a primary enforcement.

Observational Survey Data

Since 1999, the Nebraska Office of Highway Safety has conducted an observational survey to give an estimate of child safety seat use in Nebraska. The urban observations of children occurred at five Douglas County sites, five Lancaster County sites, and four Sarpy County sites. The rural observations included two sites each in Adams, Gage, Jefferson and Phelps Counties, with observations occurring twice at each site. Surveyors recorded children, who by law, were required to be in a child restraint at that time.

In 1999, it was found that only 56% of children under age four were in a child safety seat as required by law. That left 44% of children in this age group totally unrestrained. Other findings included of those in safety seats, 7.5% were in the front seat, and 92.5% were in the rear seat. But for those **not** in safety seats, 25.7% were observed in the front seats of vehicles, and 74.3% were riding in the rear seat. There was no significant difference between urban and rural use but urban county safety seats were more likely to be in the rear seat compare to rural counties (94.2% vs 88.8%). Based on those findings, it was concluded that more children need to be in child safety seats and riding in the rear of the vehicle.

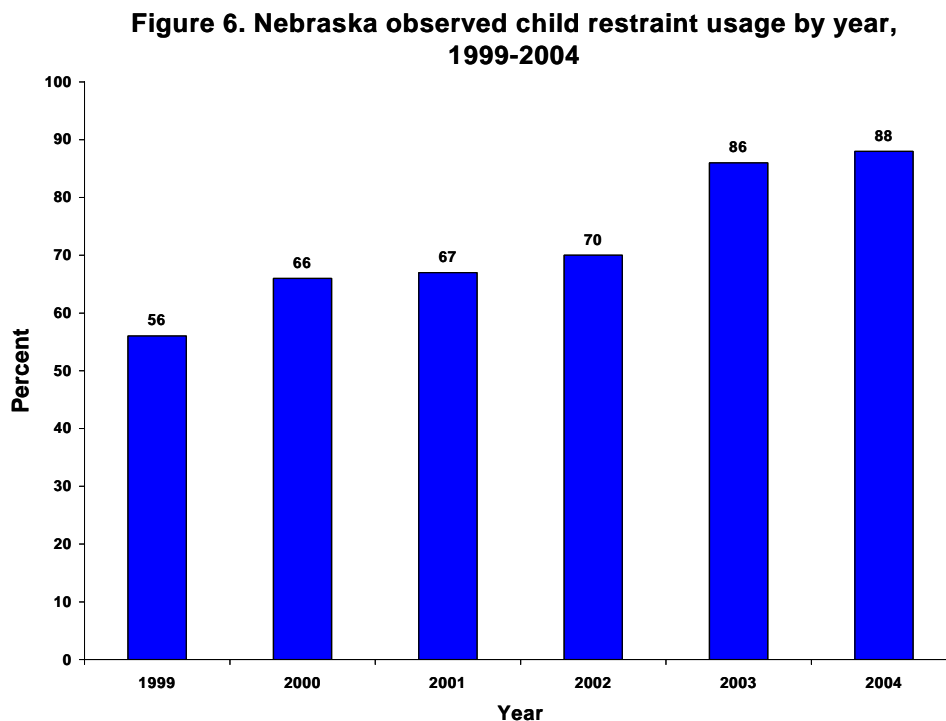
According to CHOP, children in the front seat are 40 percent more likely to be injured compared to rear-seated children (Partners for Child Passenger Safety, CPS Issue Report, May 2005).

As the observational surveys took place over the next five years, child safety seat use continued to increase. In 2000, 66.4% of children under age 5 and weighing less than 40 pounds were observed using a child safety seat according to state law. Of those in child safety seats, 95% were in the rear of the vehicle. Of those not in child safety seat, 35% were observed in the front seat and 64% were riding in the rear seat. There was no significant difference in use between urban and rural areas. More children in rural areas (52%) not in child safety seats were riding in the front compared to urban areas (30%). The observational survey conducted in 2001 did not show much different data from the previous year. Overall child safety seat use change was not significant. Urban and rural usage observations were the same.

In 2002, the Nebraska Child Passenger Safety law was changed requiring all children under age six to be properly restrained in a child safety seat or booster. Therefore, the survey observed children in child safety seats and booster seats. Observed usage was 70% which was good considering a wider age range of children was being observed. Still, 30% of Nebraska's children were riding unrestrained. The survey showed that more children in rural areas were riding in the back seat when using a child safety seat than in previous years (95.1% urban vs 94.7% rural).

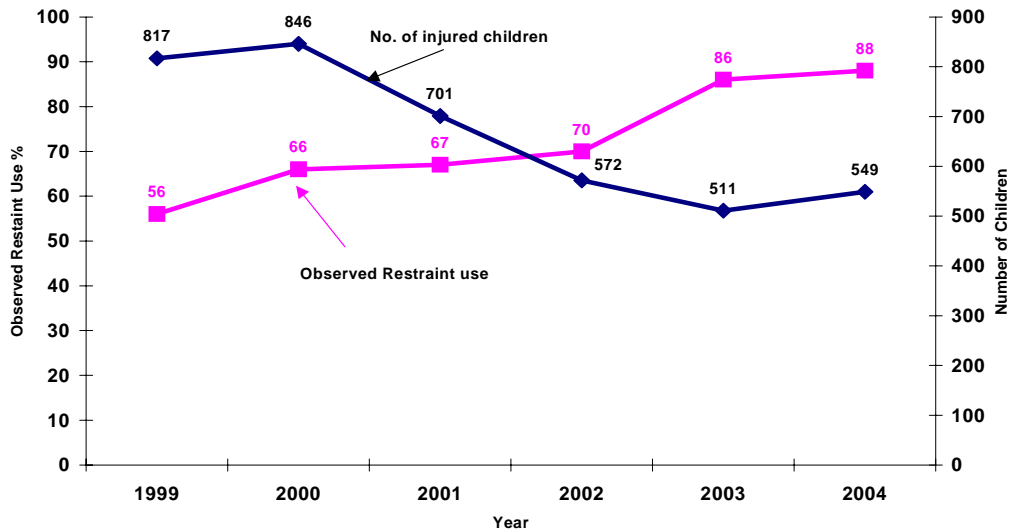
Of the children observed in 2003, 86% were in child safety seats or booster seats. This was a sixteen- percent increase in usage compared to the previous year. The proportion of children riding in a child safety seat or booster seat in the front seat of vehicles had not declined much since 1999. In 1999, 7.5% of children were riding in the front seat, and in 2003 the proportion was 6.4%. The differences between urban/rural areas for total child restraint use were slightly larger than in 2002 (88.5% urban, 81.5% rural). The most significant total increase in child restraint use occurred in rural areas in 2003 with 81.5% being restrained and in 2004 91.3% were restrained. In comparison to the urban areas, child restraint use decreased from 88.5% in 2003 to 86.9% in 2004. The rise in child restraint use in rural areas is noteworthy.

Figure 6 shows the increase in child safety seat usage during the1999 to 2004 period, in which there was a 32% increase. Figure 7 shows that as restraint use increased for the age group 0 to 6, injuries decreased.



Data Source: Nebraska Occupant Protection Usage Survey (NOPUS)

Figure 7. Observed Restraint Use* and Children under 6 injured in motor vehicle crashes by year, Nebraska, 1999 to 2004**

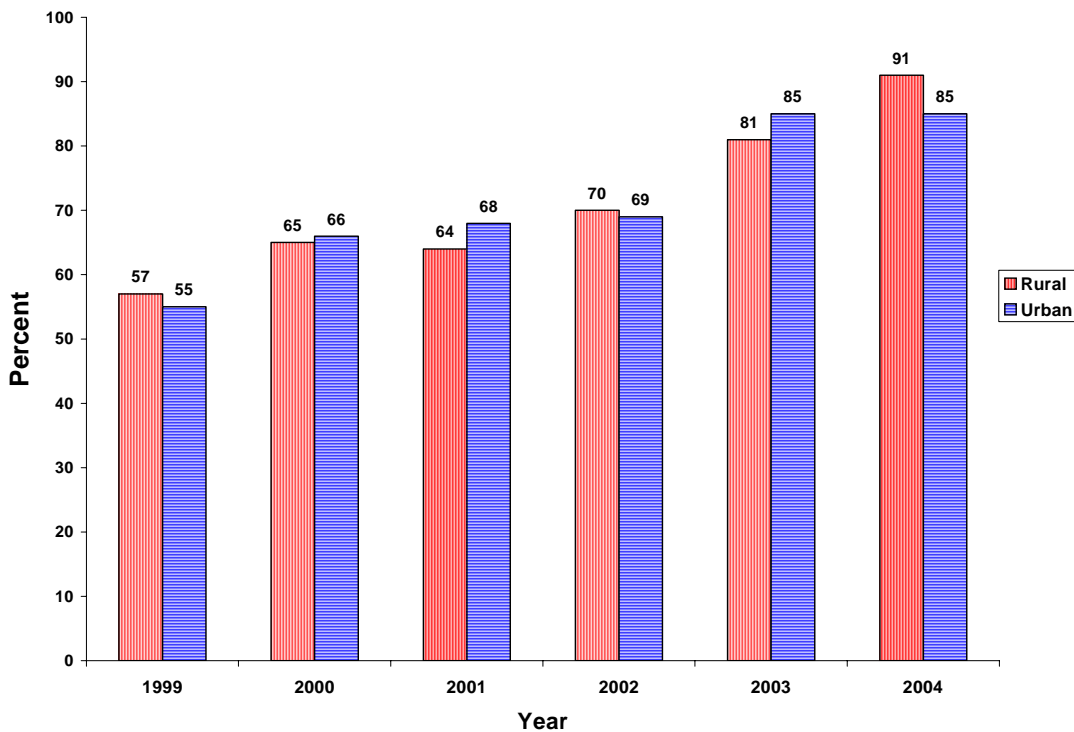


*Nebraska Occupant Protection Survey (NOPUS)

**No. of injured children were based on the crash data from the Nebraska Department of Roads

In comparing urban to rural restraint use (Figure 8), urban and rural areas stayed consistently close from 1999 to 2003. A difference in use is seen in 2004, where the rural usage was higher (91%) than the urban usage (85%).

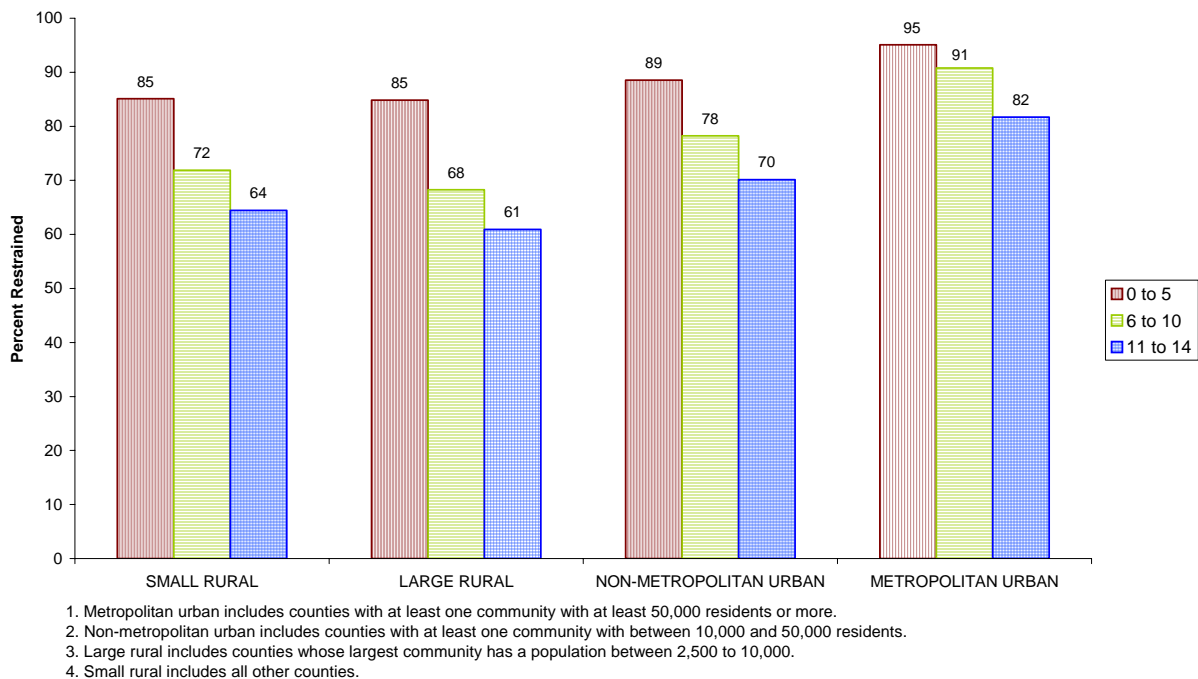
Figure 8. Rural-Urban observed child restraint usage by year of survey. Nebraska, 1999-2004



Data Source: Nebraska Occupant Protection Usage Survey (NOPUS)

Overall, restraint usage is lower in rural areas compared to urban areas when broken down by population, a slight variation is seen among younger children. In comparing younger children to older children, older children are less likely to be restrained, Figure 9.

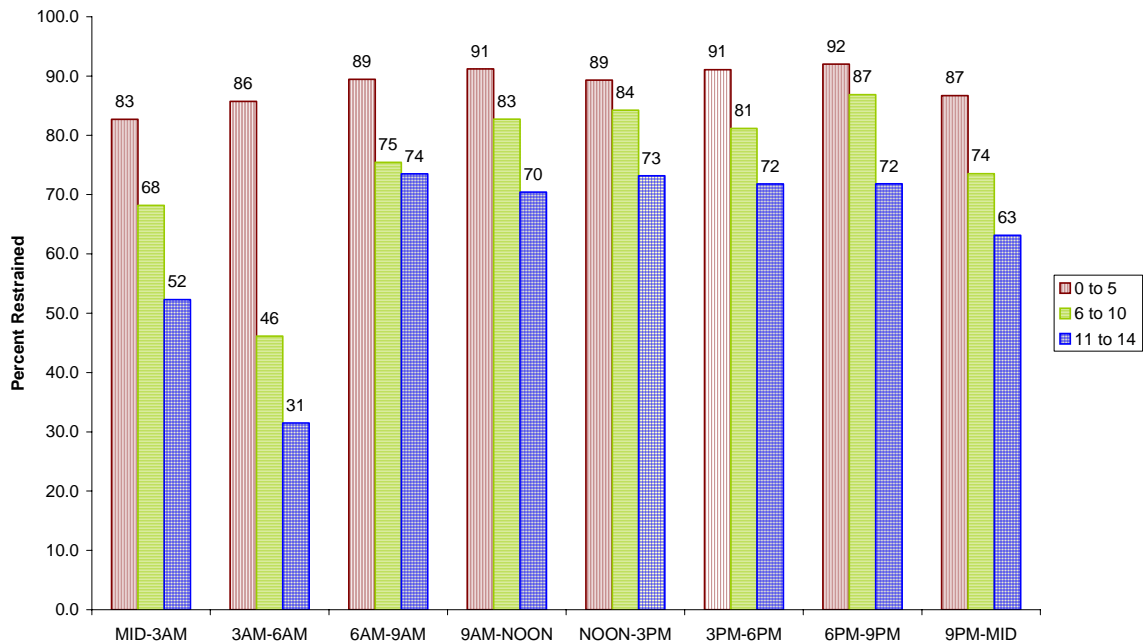
**Figure 9. Child Restraint Usage by Urbanization for Children (0-14)
Involved in Crashes, Nebraska, 1999-2004**



Data Source: Nebraska Motor Vehicle Crash Data

The use of restraints by time of day shows a pattern where use drops for all age groups from 9pm to 6am (Figure 10). For younger children, there is only a slight variation of restraint use between the different time frames. For children 11 to 14, restraint usage declines between midnight and 6am.

**Figure 10. Child Restraint Usage by Time of Day for Children (0-14)
Involved in Crashes, Nebraska, 1999-2004**

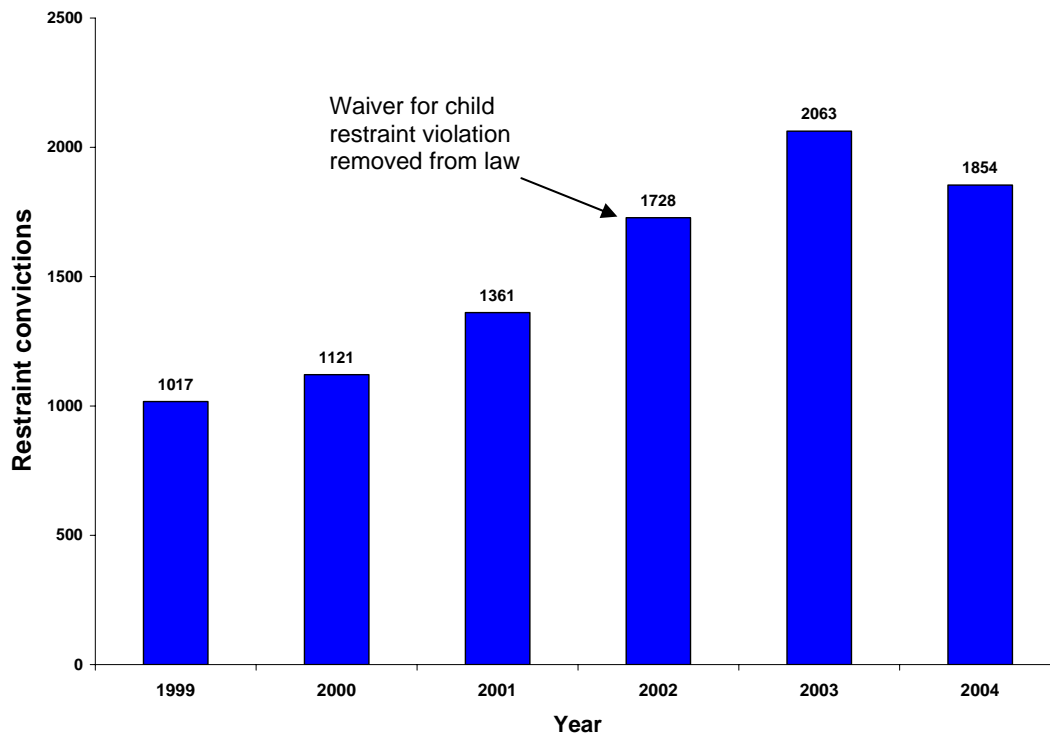


Data Source: Nebraska Motor Vehicle Crash Data

Child Restraint Convictions

Law enforcement plays an important role in child passenger safety seat education. According to the Safe Kids Worldwide Child Passenger Safety Report (February 2001), Nebraska needed to drop the waiver for not using a child safety seat and increase its fine to an amount that would be more of a deterrent (\$75 for example). The waiver portion of the law was removed but the \$25 fine remains. With the waiver removed, individuals cited for non-child safe seat use were convicted on a first offense for not restraining children according to state law. In some cases, fines and citations are needed as part of educating families to use child safety seats. In 2002, the waiver provision was taken out of the state law. This may be one reason for the increase in convictions starting at that time. Other reasons may include: increased number of law enforcement trained and increased law enforcement waves for seat belts and child safety seat use. Figure 11 shows child restraint convictions by year.

Figure 11. Nebraska child restraint convictions by year, 1999-2004



Data Source: Nebraska Department of Motor Vehicles

SUMMARY

Many factors over time contributed to the increased use in child safety seats, a decrease in injuries and decline in misuse. The factors that overlap and intertwine include: educational trainings, technician resources across the state, changes in legislation, enforcement, fines and convictions, better technology in motor vehicles, better standards for child safety seats and the availability of child safety seats to all populations. Many partners are needed to make a difference in public health especially when it comes to child passenger safety. These partners are law enforcement, hospitals, Head Start, government agencies, businesses, dealerships, health departments, certified technicians and instructors, parents/caregivers and community action agencies.

During the six-year period, the use of child safety seats increased by 32%, injuries decreased as child restraint use increased, more seats have been checked, the number of technicians increased, child restrained convictions increased and more importantly many children have been saved from injury or death. Despite the success of the program, more work is needed. Nebraska needs to work on getting more children riding in the back seat until at least age 13, increase restraint use for older children between the ages of 10-14 and focus efforts in minority populations.

SAVED CHILDREN

The child safety seat checks and inspection stations that are held across the state allow parents, grandparents and other caregivers to bring their vehicle, child and child safety seat in for education on correct installation and use. Trained Child Passenger Safety Technicians provide the education to participating families. This service has helped many families travel safely with their children. This is especially true for those families involved in car crashes. Below are stories shared by local technicians of families that were saved the tragedy of losing a child or having a child severely injured to a car crash because of their participation in a child safety seat check event or inspection station.

Geneva, Nebraska

- The Fillmore County Head Start held a check event in Geneva, Nebraska on August 4, 2003. A majority of the families that attended utilize the Head Start Program. Families were educated on correct use and provided a new seat if theirs was in a crash, too old or recalled. A 4-hour child passenger safety class was conducted by Safe Kids Nebraska and Fillmore County Good Beginnings to 8 community volunteers that in turn helped at the event. Other partners included Nebraska State Patrol and the local volunteer fire department. Jessica Gewecke and her daughter Marisa attended the check event in Geneva. On April 5, 2004, their vehicle went off the road and rolled-over. Marisa survived the crash with only bruises because she was properly restrained in a child safety seat. The crash only caused bruises to her shins. The child reported the crash to fellow classmates by showing her bruised shins. They had a field trip that day and when the bus monitors were putting the children in their child safety seats, several of the children were asking if their seats were tight enough. When the other children heard the first ones asking, they also joined in. One of the 5-year-olds said "I don't want to get hurt, I want to be safe."

- The following story is from Julie Lane. She attended the car seat event in Geneva on June 17, 2004. Julie is the mother of two boys, 6 months and 3 years and received two new car seats at the event that saved her children's lives. Approximately 4 weeks after the event, they had rear-ended a vehicle and totaled their car. If it weren't for the new car seats provided by the car seat check, her children would have been badly injured but came out of the wreck with only minor injuries.

Lincoln, Nebraska

- In September 1999, the Grabast's and their two children were heading home from a friend's house when an oncoming car crossed the centerline and hit them head on. The driver of the other vehicle was drunk. Dennis Grabast, who was not wearing a seat belt, crashed into the car's windshield and suffered lacerations. His wife, who was restrained, suffered only minor injuries. The couple's 6-year-old son was buckled up in the back seat and received only

bruises. But it was the couple's daughter, 11-month old Alexis, who emerged unscathed, thanks to a properly installed child safety seat. Only three months earlier, the Grabast's had their child safety seat checked by a child passenger safety technician because the seat was too loose in the vehicle. It was found that they needed to use a locking clip in order to install the car seat and keep it tight. Without the inspection, Alexis could have received injuries to her head, neck and spinal cord. The Grabast family continues to advocate for car seats through press conferences and attending other media events.

Alliance, Nebraska

- On August 18, 2004, Carol Thompson was driving to her rural home east of Alliance. In the backseat was her grandson, Matthew Burney. As Carol was driving, a pickup crossed over the centerline and struck the Dodge Intrepid. Carol, who was wearing her seat belt was pronounced dead at the scene. Matthew who was strapped into his front-facing child safety seat came out of the crash almost uninjured. He received a bump on the head due to a pet carrier sitting in the rear passenger seat. This caused a hematoma on this brain but it would dissolve on its own according to doctors. He also received marks on his neck and abdomen from his car seat straps. Thanks to the grandmother attending the Alliance Fire Department Inspection Station, Matthew survived the crash. At the department, Matthew was fitted for a child safety seat and the grandmother was educated on correct use. Matthew's mom, Idonna Thompson, is taking the message of the importance of child safety seat use to groups like, prenatal classes, in the hope that other children will be saved by using car seats.

- The Alliance Fire Department responded to a roll-over crash on a country road. All occupants were transported to the hospital except for the two restrained children who were in car seats. The mother and other passenger, who were wearing their seat belts, were transported to the hospital for treatment of injuries. The two restrained children suffered no injuries and were perfectly fine. The Alliance Fire Department provided a new child safety seat to replace the one involved in the crash.

Hastings, Nebraska

- Julie Cully was driving her car at 55 miles per hour when someone pulled out in front of her. Ally, Julie's daughter, was in her car and walked away from the crash with only bumps and bruises. Julie was belted in as well and received only a few more bruises than her 3-year old daughter. Julie has shared her story with media through the Safe Kids Tri-Cities Inspection Station in Hastings. The inspection station is located at the Hastings Fire Department.

O'Neill, Nebraska

- Jennifer Bowland's first experience with car seats was at a prenatal class at Avera St. Anthonys Hospital. She received training with installation when she was released from the hospital with her baby daughter Samantha. Since, she has faithfully attended each car seat event held in O'Neill. At one of the events

held in mid 2005, the Bowland family arrived with a car seat that they had trouble installing. Because of that, the father had used a 2X4 piece of wood to install the car seat. At the check event, the Bowland's were re-educated on correct use with the seat they brought and they purchased a combination seat from the Safe Kids North Central. On a regular basis, Jennifer commutes from O'Neill to Wayne to attend school. On Wednesday, November 30, 2005, she was able to make the trip to Wayne but ran into bad weather on the way back to O'Neill. As she turned onto 98 west, with snow blowing and icy roads, she lost control of her vehicle and rolled-over into the ditch. The vehicle ended up on the right hand side of the road, facing the other direction and passenger side down. Three-year old Samantha was in the back seat in her combination seat, hanging upside down. Jennifer was suspended by her seat belt and noticed the toys and backpack on top of her daughter. Jennifer was able to reach her phone and called 911. She had help from her daughter who had learned about 911 and was telling her mom to call. It was nearing night and it was cold. The ambulance arrived very shortly after the call and took Samantha out of her car seat and worked on getting mom out of her seat belt. Samantha came out of the crash with no injuries and Jennifer had bruising from the seat belt. The seat that Samantha was using could no longer be used. Safe Kids North Central, Avera St. Anthony's Hospital, replaced the crashed car seat for the family. Samantha is now 4 (picture of Samantha a beginning of report).

North Platte, Nebraska

- Toni Slattery had always been a stickler when it comes to seat belts. As a result, her 4 girls are accustomed to using them and abide by the rule that the car does not move if we're not belted. Her girls were ages 7, 5, 3 and 8 months. On July 1, 2002, they were headed to her in-law's farm where her husband was helping with the wheat harvest. They turned off the highway and began traveling down a gravel road toward the fields so the girls could see the combines as they cut wheat. They had just caught site of the dust from the combines when the back of their Suburban began to fishtail. According to the Sheriff's report, Toni over-corrected and ended up across the road and rolled their Suburban 4 to 6 times. Once the vehicle stopped rolling, Toni checked on the girls. Other than cuts and bruises, no one was seriously injured. Three months prior to the crash, the Slattery's attended a Safe Kids Check Event in North Platte where they were educated on proper installation of all their child safety seats. Two high-back boosters, one combination and one infant seat were inspected. It is Toni's belief that if they had not been to that child safety seat check event, they would have been planning multiple funerals. Every window was shattered and her children could have been easily thrown from the vehicle. To this day, the girls talk about their tumble in the car. Toni is now a Child Passenger Safety Technician and volunteers her time to the local inspection station, check events and all other opportunities available to educate parents and children about child passenger safety and seat belt use.

Grand Island, Nebraska

- Mother Kimberly Neighbors was expecting her first baby and attended the Special Beginnings prenatal visit. She was educated on how to take her new baby home from the hospital. She was also told about the hospital's new policy that encouraged parents to get their child safety seat checked at the inspection station that Saint Francis Medical Center supports. An online appointment was made for her two children at Tom Dinsdale's car dealership in December 2004. She commented on how things have changed and that her older children did not have their seats check when they were born. On March 24th, she was in a crash that although it did not total her car, was severe enough to shake the family and send ambulances and medics to the scene. Upon the rapid arrival of the paramedics and EMS crew, they immediately asked if she had her car seats inspected. When Kimberly said yes, the anxiety in the paramedic's face disappeared. The children received no injuries.
- Katherine Howard had a Special Beginnings appointment before her baby was born at Saint Francis Medical Center in Grand Island. She scheduled an appointment for a pre-birth child safety seat check. On February 6, 2006, Katherine was in a horrific car crash that killed her on Interstate 80. She was only 25. Her son was in the back seat safe from harm buckled in largely because of the educational work and efforts of certified instructors and technicians. The baby arrived in the Kearney emergency room covered with glass from the crash and with only a few bumps and cuts. He was discharged to his grief stricken family from the ER. The child was discharged in a new convertible car seat provided by the Safe Kids Platte Valley in Kearney.

INSPECTION STATIONS IN NEBRASKA

Inspection Stations provide information on choosing and properly installing a child safety seat, as well as how to properly secure a child into a seat. Inspection Stations were established using federal funds to assist low-income families. Call to make an appointment.

In addition to these sites, Check-up Events are held in various Nebraska communities. Check-Up Events are set up in public areas, such as shopping center parking lots, and conducted for a set period of time (usually 3-4 hours). To find out when the next Check-Up event will be held in your area, visit www.nsp.state.ne.us and click on "Child Passenger Safety Contacts/Inspection Schedule."

Locations/Contacts	Counties Served
Alliance Fire Department 315 Cheyenne Alliance, NE 69301 308-762-2151	Box Butte
Avera St. Anthony's Hospital 300 North 2 nd , P.O. Box 270 O'Neill, NE 68763 402-336-5122	Boyd, Holt, Rock
Bellevue Police Department 418 Fort Crook Road Bellevue, NE 68005 402-291-7328	Douglas, Sarpy
Brodstone Memorial Hospital / Good Beginnings 520 East 10 th Superior, NE 68978 402-879-4432, Extension 404	Clay, Nuckolls, Thayer, Webster
Central Nebraska Community Services, Inc. 119 North Main Ainsworth, NE 69210 402-387-1035	Brown, Cherry, Keya Paha, Rock
Central Nebraska Community Services, Inc. 3362 53 rd Avenue Columbus, NE 68601 402-564-1124 ext. 260 or 230	Boone, Colfax, Nance, Platte
Central Nebraska Community Services, Inc. 626 N Street Loup City, NE 68853 308-745-0780 ext. 145	Blaine, Custer, Garfield, Greeley, Howard, Loup, Sherman, Valley, Wheeler
Faith Regional Health Services, Inc. 2700 West Norfolk Avenue Norfolk, NE 68701 402-644-7520	Madison, Pierce, Stanton, Wayne
Four Corners Health Department 2325 N. Nebraska Avenue York, NE 68467 402-362-2621 or 877-337-3573	York

Johnson County Hospital 202 High Street Tecumseh, NE 68450 402-335-3361	Johnson
Lincoln County Kids Safe Bill Spady GM 2303 East 4th North Platte, NE 69103 308-535-6602 or 308-535-6789	Dawson, Frontier, Keith, Lincoln, Logan
McCook Public Safety Center 526 West B McCook, NE 69001 308-345-3450 or 308-345-2650	Red Willow
National Safety Council, Greater Omaha Chapter 11620 M Circle Omaha, NE 68137 402-896-0454	Cass, Douglas, Sarpy, Washington
Nebraska Safety Council, Inc. 4600 Valley Road, Ste. 300 Lincoln, NE 68510 402-483-2511	Lancaster
North Central Community Care Partnership 422 East Douglas O'Neill, NE 68763 402-336-2406	Antelope, Boyd, Brown, Cherry, Holt, Keya Paha, Knox, Pierce, Rock
Phelps Memorial Health Center 1215 Tibbals Street Holdrege, NE 68949 308-995-2211	Phelps
Saint Elizabeth Regional Medical Center 6900 L Street Lincoln, NE 68510 402-219-7000	Lancaster
Safe Kids Platte Valley/Good Samaritan Hospital Killion Motors 715 Central Ave. Kearney, NE 308-865-2011	Buffalo, Custer, Dawson, Franklin, Furnas, Gosper, Harlan, Kearney, Phelps, Sherman
Safe Kids Tri-Cities Lincoln Fire Park Station 1145 South Street Hastings, NE 68901 402-461-5108 Spanish appointment line assistance 308-398-5863	Adams, Clay, Nucknolls, Webster
Safe Kids Tri-Cities Central District Health Department 1137 South Locust Street Grand Island, NE 68801 308-385-5175 Spanish appointment assistance line available	Hall, Hamilton, Merrick, Nance

Safe Kids Tri-Cities Tom Dinsdale Chevrolet Cadillac 3312 W. Stolley Park Road Grand Island, NE 68803 308-398-5863 Spanish appointment assistance line available	Hall, Hamilton, Merrick, Nance
Southeast Safety for Kids Nemaha County Sheriff's Department 1805 "N" Street Auburn, NE 68305 402-274-3139 or 402-274-6148 (Nemaha Hospital phone number)	Cass, Nemaha, Otoe, Richardson
Western Community Health Resources 821 Morehead St. Chadron, NE 69337 308-432-2747, Extension 100	Dawes, Sheridan, Sioux